



FRANKFORT.

SATURDAY, - OCTOBER 14, '54.

In another column we publish part of the letter of Hon. Henry A. Wise, of Virginia, in answer to a number of interrogatories propounded to him by the Rev. N. Adams, of Boston. It is an able reply, and emanating from such a source, it of course abounds with reason, eloquence and unanswerable argument. It is well worth perusal, and we invite the attention of our readers to it; for it is a manly exposition of the sentiments of the people of the South, and should be read by every one. The conclusion of the letter we will give in our next issue.

**RAIN.**—Friday evening, about 6 or 7 o'clock, it commenced raining in this city, and kept up the same liek, almost without intermission, all night. This is the most rain we have had for a long time, and it is indeed a luxury. The river will now probably be brought up, so that boats will again be able to ply between this port and Cincinnati, &c.

**PRECOCIOUS YOUTH.**—A white boy, aged about 15 years, was arrested in Mt. Sterling the other day, charged with stealing thirty dollars. Twenty-four dollars of the money were found on his person—the rest he had spent for clothing.

**A WINDFALL.**—Barney O'Connor, a poor laborer, of Cincinnati, has recently come into possession of an estate in Ireland, which will yield him about four thousand pounds sterling per annum.—He can now retire from hard labor, and live in ease and luxury.

**THE GREAT BABY SHOW.**—The National Baby Show at Springfield, Ohio, is now over, and premiums were awarded as follows: William Romner, of Vienna, Ohio, received the first prize; C. M. Dowell, of Cincinnati, the second; and Arthur Cannon, of Philadelphia, the third.

**FLORIDA ELECTION.**—The election for a Congressman and members of the Legislature took place in Florida on the 2d inst. Tallahassee, which, two years ago, gave Maxwell, dem., for Congress, a majority, now gives him 45 over Gov. Brown, whig. Both candidates reside in that town. Three of the four democratic candidates for the legislature have also majorities. One precinct in Leon county shows a majority for the democratic ticket of 56 votes. The legislature will have to elect a United States Senator in place of Morton, whig.

**KISSANE RE-ARRESTED.**—In our last issue, we stated that Kissane had made his escape from the New York policemen who were conveying him to that city for trial. We see in the Cleveland (Ohio) Herald, of Tuesday, evening, that on Sunday, Kissane was re-arrested at Cuba, on the New York and Erie Railroad, west of Hornellsville. When he jumped from the Express train, he was badly hurt, but was able to conceal himself between two cars of a freight train which was standing near by. This train proceeded West, while the officers in pursuit went east. Arrived at Cuba, Kissane's injuries compelled him to stop, and he was concealed until Saturday, when he was discovered and arrested.

**ARRIVAL OF THE EUROPA—LOSS OF THE COLLINS STEAMER ARCTIC—DREADFUL LOSS OF LIFE.**

New York, Oct. 11. The Cunard steamer Europa arrived at Halifax at 1 o'clock to-day.

Menshikoff intersected the allies at the river Alma. The news of the battle is hourly expected, and it was probably fought on the 20th.

The steamship Union has just arrived from Halifax.

Public anxiety in England is at the highest pitch. The news of an engagement is looked for at any moment. It is thought that the 20th of September will bring the allies face to face.

The allies have sent a force into the Sea of Azof to intercept the Russian transports.

Breadstuffs have an advancing tendency, and prices of all descriptions show an improvement.

The London money market was firm, and closed at 95½.

VIENNA, Friday.—It is rumored in Greek mercantile circles that the allies have obtained signal advantage, and funds rose in consequence.

Paris Friday night.—Telegraphic despatches from Vienna confirm the accounts favorable to the allies by the Tartars.

The health of the allies is excellent.

It is reported that the attack upon Sebastopol was fixed for the 25th. The Russian fleet had been reconnoitered in the port of Sebastopol by the French steamship Napoleon.

Official bulletins communicated to the Ambassadors at Constantinople, dated at Biyal, Old Port, 16th, announcing that the allies had intended the next day, to attack an entrenched camp of 10,000 Russians, posted in the direction of Sebastopol, but that the camp was razed in the night, and the Russians fell back upon the town.

Twelve thousand Tartars have offered themselves volunteers to the allies and have been accepted.

It was confidently stated on the Paris course, on the 19th, that the allies and Russians met, and that a battle ensued—that the French came first into action, the English soon came up, and that the Russians retreated with much loss. It could only have been a skirmish, and not a battle between the main armies.

The Russian embassy at Vienna received a despatch, dated the 23d, from Crimea. A. I. transcribed was, that it contained news unfavorable to the Russians.

The latest dates from Crimea are to the 19th, when the allies held the main road from Cape Baba to Simferopol, and it was intended to cross Alma, but St. Armand telegraphed to Paris that there was an unfavorable delay (the cause was not stated) which would prevent the march until the 21st.

The Turks were making preparations to besiege Ishmail from the Baltic.

The bombardment of Revel, it is said, was certainly ordered, although the French fleet had returned home.

In the White Sea, the British burned the thriving town of Kasia.

Spain was quiet, save for a few.

Mr. Soule was in Paris, on his way to Baden-Baden, Aug. 5.—The voyage continues. Bus-

ness is closed. There is no arrival of tea—Trade in India is dull.

A Russian Captain, who was captured, stated that the whole Russian force was only 45,000. Russian accounts say that Kain Robut had a fortified position at Empuloria.

The main body of the Allies is on a small river north of a parallel with Alma. 30,000 Russians were posted at the latter point; but with small detachments will occupy various points on the Danube.

The Russians are entrenching winter quarters along all the line of the Pruth.

**BALTIC.**—The news of the bombardment of Revel is daily expected. The English press considers it would be impolitic this late in the season in the absence of the French fleet.

The Russian fleet at Helsingfors of 9 ships with 70 guns and Cronstadt 91 ships, and 1,000 guns besides six steamers were striking topmast preparing to water and preparing to winter.

The French fleet has separated, and the French returned home.

New York, Oct. 11.

There is a rumor abroad that two steamers are fitting up a smaller vessel near Cape Race, and all on board but 32 are lost—8 of those saved are said to be on board of the Union, now below quarantine.

The Arctic has 200 passengers. One of the saved is said to have arrived in town.

**SNOW DISASTER.**—The story is too true. G. B. Jones, of Philadelphia, bearer of dispatches for Arctic, was sorry for the statement. She had 26 passengers and a crew of 173. Set sail from the port of S. John on the 27th, en route Cape Race. The prop. sank in four hours, and the Arctic remained intact a whole day. The latter escaped, and on 32 of the who were saved to the boat.

Mr. Burns is at the St. Nicholas Hotel, and registers his name as belonging to Arctic's Express Co., as well as bearer of dispatches.

**PARTICULARS OF THE LOSS OF THE ARCTIC.**—The collision occurred on the 25th, at noon, in a dense fog. The prop. was 200 fms. with a black hull and salmon-colored ports, and had colored boats. She is going to the Charity of Montreal, for Liverpool. The Arctic was going at the rate of 13 knots. Upwards of 200 people were seen on the pro. The Arctic commenced to ram the propeller assistance, but soon discovered her own look, which caused fast extinguishing the fires. The boats were launched and filled with the crew and a few passengers. A raft was also constructed. There was then a sudden panic in the Arctic, and numbers got on the raft and into a small boat, and in three minutes after the Arctic sank. All in the boat were saved, but only one out of the 52 on the raft.

At 5 o'clock, P. M., on the—, the bark Huron, of St. Andrews, N. B., Capt. Wall, for Quebec, picked up a boat.

The Huron fired rockets, hung out lights, and kept a boat blowing all night in hopes of falling in with the remaining boats, but her efforts were fruitless.

On the evening of the 24th, she spoke ship Leibon, bound for New York, and transferred 18 of the passengers, who reached this city in a pilot-boat. The fate of the prop. and the other five boats is not entirely known.

On the morning of the 29th, the Huron saw a singular-looking craft which it thought might have been the prop. A list of the saved was taken to Quebec on the 30th.

The following are the names of those who have arrived at this port: James Abey, ship's cook; Luke Cartier, Joseph Carroll, Richard McKin, Thomas Conroy, James Connor, John Drury, Christian Moran, James Ward, Christopher Gallagher, Birrell, Thomas Wilson, assistant engineer; Robert Bryan, David Barry, Elias Miller, Waiters; Edward Bryan, Patrick Mahon, Thomas Garland, Patric Casey, Patrick Tonin, Dohlin Carnegie, frenmen; Thomas Drano, assistant engineer; John Connally, engineer; Thomas Sonnen, officer's steward; Jim's Carting, Michael McLaughlin, Peter McCaffrey, picked off a raft, Wm. Nielsens, Henry Jenkins, Jno. Thompson, New Orleans; Capt. Paul F. of New York, and George A. Barnes of Canada—30 passengers; Francis Dorrial, N. Y., 3rd officer.

Five boats, which may have been picked up or reached land, are known to have contained Guile, 1st officer, Thomas Wild, boatswain; B. Alvin, 2d officer, Graham, 4th officer; Morte of New York, a passenger; Rogers, chief engineer; Brown, 1st assistant; Walker, 2d assistant; Miller, Daniel Connally, John Moran, John Blanigan, Patrick McCauley, frenmen; Dr. Dugell, Mr. Kelly, Mr. Thompson, engineers, and a young man named Rutherford, under instructions of the engineer's department, besides sailors and quarter-masters.

Among those last seen on the deck of the Arctic, were Capt. Luce & Son, Mrs. E. Collins, Master, Capt. Collins, Miss Collins, Mr. Brown, son of 9th of Brown, Shirley & Co., Mr. Bowen of Cincinnati, Charles Springer, of Cincinnati, James Murchison, Jr., of Petersburgh, V. A., Mr. Hewitt, Mrs. Hewitt and daughter, of Petersburg, Va., a nephew of Mr. Bloodgood, hotel keeper of Philadelphia, the Duke of De Gramont, of the French embassy, Stewart Hall, of Washington City, J. Cook, of Oglethorpe, Ga., and many more. Mr. Connally, brother of the commander of the Baltic, was drowned by the capsizing of a boat whilst being landed.

George A. Burns, of A. L. Burns' Express Company, furnishes the above particulars, and says that the government disputes them from France and England, given him by Mr. Buchanan, he could not save.

The following are the names of those who have arrived at this port: James Abey, ship's cook; Luke Cartier, Joseph Carroll, Richard McKin, Thomas Conroy, James Connor, John Drury, Christian Moran, James Ward, Christopher Gallagher, Birrell, Thomas Wilson, assistant engineer; Robert Bryan, David Barry, Elias Miller, Waiters; Edward Bryan, Patrick Mahon, Thomas Garland, Patric Casey, Patrick Tonin, Dohlin Carnegie, frenmen; Thomas Drano, assistant engineer; John Connally, engineer; Thomas Sonnen, officer's steward; Jim's Carting, Michael McLaughlin, Peter McCaffrey, picked off a raft, Wm. Nielsens, Henry Jenkins, Jno. Thompson, New Orleans; Capt. Paul F. of New York, and George A. Barnes of Canada—30 passengers; Francis Dorrial, N. Y., 3rd officer.

Five boats, which may have been picked up or reached land, are known to have contained Guile, 1st officer, Thomas Wild, boatswain; B. Alvin, 2d officer, Graham, 4th officer; Morte of New York, a passenger; Rogers, chief engineer; Brown, 1st assistant; Walker, 2d assistant; Miller, Daniel Connally, John Moran, John Blanigan, Patrick McCauley, frenmen; Dr. Dugell, Mr. Kelly, Mr. Thompson, engineers, and a young man named Rutherford, under instructions of the engineer's department, besides sailors and quarter-masters.

Among those last seen on the deck of the Arctic, were Capt. Luce & Son, Mrs. E. Collins, Master, Capt. Collins, Miss Collins, Mr. Brown, son of 9th of Brown, Shirley & Co., Mr. Bowen of Cincinnati, Charles Springer, of Cincinnati, James Murchison, Jr., of Petersburgh, V. A., Mr. Hewitt, Mrs. Hewitt and daughter, of Petersburg, Va., a nephew of Mr. Bloodgood, hotel keeper of Philadelphia, the Duke of De Gramont, of the French embassy, Stewart Hall, of Washington City, J. Cook, of Oglethorpe, Ga., and many more. Mr. Connally, brother of the commander of the Baltic, was drowned by the capsizing of a boat whilst being landed.

George A. Burns, of A. L. Burns' Express Company, furnishes the above particulars, and says that the government disputes them from France and England, given him by Mr. Buchanan, he could not save.

The following are the names of those who have arrived at this port: James Abey, ship's cook; Luke Cartier, Joseph Carroll, Richard McKin, Thomas Conroy, James Connor, John Drury, Christian Moran, James Ward, Christopher Gallagher, Birrell, Thomas Wilson, assistant engineer; Robert Bryan, David Barry, Elias Miller, Waiters; Edward Bryan, Patrick Mahon, Thomas Garland, Patric Casey, Patrick Tonin, Dohlin Carnegie, frenmen; Thomas Drano, assistant engineer; John Connally, engineer; Thomas Sonnen, officer's steward; Jim's Carting, Michael McLaughlin, Peter McCaffrey, picked off a raft, Wm. Nielsens, Henry Jenkins, Jno. Thompson, New Orleans; Capt. Paul F. of New York, and George A. Barnes of Canada—30 passengers; Francis Dorrial, N. Y., 3rd officer.

Five boats, which may have been picked up or reached land, are known to have contained Guile, 1st officer, Thomas Wild, boatswain; B. Alvin, 2d officer, Graham, 4th officer; Morte of New York, a passenger; Rogers, chief engineer; Brown, 1st assistant; Walker, 2d assistant; Miller, Daniel Connally, John Moran, John Blanigan, Patrick McCauley, frenmen; Dr. Dugell, Mr. Kelly, Mr. Thompson, engineers, and a young man named Rutherford, under instructions of the engineer's department, besides sailors and quarter-masters.

Among those last seen on the deck of the Arctic, were Capt. Luce & Son, Mrs. E. Collins, Master, Capt. Collins, Miss Collins, Mr. Brown, son of 9th of Brown, Shirley & Co., Mr. Bowen of Cincinnati, Charles Springer, of Cincinnati, James Murchison, Jr., of Petersburgh, V. A., Mr. Hewitt, Mrs. Hewitt and daughter, of Petersburg, Va., a nephew of Mr. Bloodgood, hotel keeper of Philadelphia, the Duke of De Gramont, of the French embassy, Stewart Hall, of Washington City, J. Cook, of Oglethorpe, Ga., and many more. Mr. Connally, brother of the commander of the Baltic, was drowned by the capsizing of a boat whilst being landed.

George A. Burns, of A. L. Burns' Express Company, furnishes the above particulars, and says that the government disputes them from France and England, given him by Mr. Buchanan, he could not save.

The following are the names of those who have arrived at this port: James Abey, ship's cook; Luke Cartier, Joseph Carroll, Richard McKin, Thomas Conroy, James Connor, John Drury, Christian Moran, James Ward, Christopher Gallagher, Birrell, Thomas Wilson, assistant engineer; Robert Bryan, David Barry, Elias Miller, Waiters; Edward Bryan, Patrick Mahon, Thomas Garland, Patric Casey, Patrick Tonin, Dohlin Carnegie, frenmen; Thomas Drano, assistant engineer; John Connally, engineer; Thomas Sonnen, officer's steward; Jim's Carting, Michael McLaughlin, Peter McCaffrey, picked off a raft, Wm. Nielsens, Henry Jenkins, Jno. Thompson, New Orleans; Capt. Paul F. of New York, and George A. Barnes of Canada—30 passengers; Francis Dorrial, N. Y., 3rd officer.

Five boats, which may have been picked up or reached land, are known to have contained Guile, 1st officer, Thomas Wild, boatswain; B. Alvin, 2d officer, Graham, 4th officer; Morte of New York, a passenger; Rogers, chief engineer; Brown, 1st assistant; Walker, 2d assistant; Miller, Daniel Connally, John Moran, John Blanigan, Patrick McCauley, frenmen; Dr. Dugell, Mr. Kelly, Mr. Thompson, engineers, and a young man named Rutherford, under instructions of the engineer's department, besides sailors and quarter-masters.

Among those last seen on the deck of the Arctic, were Capt. Luce & Son, Mrs. E. Collins, Master, Capt. Collins, Miss Collins, Mr. Brown, son of 9th of Brown, Shirley & Co., Mr. Bowen of Cincinnati, Charles Springer, of Cincinnati, James Murchison, Jr., of Petersburgh, V. A., Mr. Hewitt, Mrs. Hewitt and daughter, of Petersburg, Va., a nephew of Mr. Bloodgood, hotel keeper of Philadelphia, the Duke of De Gramont, of the French embassy, Stewart Hall, of Washington City, J. Cook, of Oglethorpe, Ga., and many more. Mr. Connally, brother of the commander of the Baltic, was drowned by the capsizing of a boat whilst being landed.

George A. Burns, of A. L. Burns' Express Company, furnishes the above particulars, and says that the government disputes them from France and England, given him by Mr. Buchanan, he could not save.

The following are the names of those who have arrived at this port: James Abey, ship's cook; Luke Cartier, Joseph Carroll, Richard McKin, Thomas Conroy, James Connor, John Drury, Christian Moran, James Ward, Christopher Gallagher, Birrell, Thomas Wilson, assistant engineer; Robert Bryan, David Barry, Elias Miller, Waiters; Edward Bryan, Patrick Mahon, Thomas Garland, Patric Casey, Patrick Tonin, Dohlin Carnegie, frenmen; Thomas Drano, assistant engineer; John Connally, engineer; Thomas Sonnen, officer's steward; Jim's Carting, Michael McLaughlin, Peter McCaffrey, picked off a raft, Wm. Nielsens, Henry Jenkins, Jno. Thompson, New Orleans; Capt. Paul F. of New York, and George A. Barnes of Canada—30 passengers; Francis Dorrial, N. Y., 3rd officer.

Five boats, which may have been picked up or reached land, are known to have contained Guile, 1st officer, Thomas Wild, boatswain; B. Alvin, 2d officer, Graham, 4th officer; Morte of New York, a passenger; Rogers, chief engineer; Brown, 1st assistant; Walker, 2d assistant; Miller, Daniel Connally, John Moran, John Blanigan, Patrick McCauley, frenmen; Dr. Dugell, Mr. Kelly, Mr. Thompson, engineers, and a young man named Rutherford, under instructions of the engineer's department, besides sailors and quarter-masters.

Among those last seen on the deck of the Arctic, were Capt. Luce & Son, Mrs. E. Collins, Master, Capt. Collins, Miss Collins, Mr. Brown, son of 9th of Brown, Shirley & Co., Mr. Bowen of Cincinnati, Charles Springer, of Cincinnati, James Murchison, Jr., of Petersburgh, V. A., Mr. Hewitt, Mrs. Hewitt and daughter, of Petersburg, Va., a nephew of Mr. Bloodgood, hotel keeper of Philadelphia, the Duke of De Gramont, of the French embassy, Stewart Hall, of Washington City, J. Cook, of Oglethorpe, Ga., and many more. Mr. Connally, brother of the commander of the Baltic, was drowned by the capsizing of a boat whilst being landed.

George A. Burns, of A. L. Burns' Express Company, furnishes the above particulars, and says that the government disputes them from France and England, given him by Mr. Buchanan, he could not save.

The following are the names of those who have arrived at this port: James Abey, ship's cook; Luke Cartier, Joseph Carroll, Richard McKin, Thomas Conroy, James Connor, John Drury, Christian Moran, James Ward, Christopher Gallagher, Birrell, Thomas Wilson, assistant engineer; Robert Bryan, David Barry, Elias Miller, Waiters; Edward Bryan, Patrick Mahon, Thomas Garland, Patric Casey, Patrick Tonin, Dohlin Carnegie, frenmen; Thomas Drano, assistant engineer; John Connally, engineer; Thomas Sonnen, officer's steward; Jim's Carting, Michael McLaughlin, Peter McCaffrey, picked off a raft, Wm. Nielsens, Henry Jenkins, Jno. Thompson, New Orleans; Capt. Paul F. of New York, and George A. Barnes of Canada—30 passengers; Francis Dorrial, N. Y., 3rd officer.

Five boats, which may have been picked up or reached land, are known to have contained Guile, 1st officer, Thomas Wild, boatswain; B. Alvin, 2d officer, Graham, 4th officer; Morte of New York, a passenger; Rogers, chief engineer; Brown, 1st assistant; Walker, 2d assistant; Miller, Daniel Connally, John Moran, John Blanigan, Patrick McCauley, frenmen; Dr. Dugell, Mr. Kelly, Mr. Thompson, engineers, and a young man named Rutherford, under instructions of the engineer's department, besides sailors and quarter-masters.

Among those last seen on the deck of the Arctic, were Capt. Luce & Son, Mrs. E. Collins, Master, Capt. Collins, Miss Collins, Mr. Brown, son of 9th of Brown, Shirley & Co., Mr. Bowen of Cincinnati, Charles Springer, of Cincinnati, James Murchison, Jr., of Petersburgh, V. A., Mr. Hewitt, Mrs. Hewitt and daughter, of Petersburg, Va., a nephew of Mr. Bloodgood, hotel keeper of Philadelphia, the Duke of De Gramont, of the French embassy, Stewart Hall, of Washington City, J. Cook, of Oglethorpe, Ga., and many more. Mr. Connally, brother of the commander of the Baltic, was drowned by the capsizing of a boat whilst being landed.

# The Cri-Weekly Yeoman

LETTER OF HON. HENRY A. WISE.  
We present our readers this morning a very able letter of Hon. Henry A. Wise, of Virginia, in reply to certain interrogatories of a citizen of the eastern States, which cannot fail to be highly interesting. Without pretending to endorse all that may be said by Mr. Wise upon the subject which he discusses, this much is certain, that in the learning, the ability, the eloquence and the power he has brought to aid his side of the question, he has once more established his rare and almost unrivaled qualities as a bold and accomplished progressive statesman. His letter will be read with deep interest.—*Wash. Union.*

Boston, August 15, 1854.

DEAR SIR: I have been pastor of a church in Boston for twenty years. \*

\* I spent the time from March to June last in Georgia, South Carolina and Virginia. \* \* \* I was greatly interested in many agreeable disappointments which I experienced relating to slavery. I think I saw its liabilities, and had new views of the comfort and happiness of slaves when their relations are favorable. I was persuaded that our northern friends were under misapprehensions, as I was, upon the subject, and that some things might be said to relieve honest, conscientious people who are distressed about slavery.

But, chiefly, I was so much interested in the blacks whom I then saw for the first time, in looking at the question of their destiny, that it seemed to me we might divert the northern antagonism to slavery into a mutual effort with the South to plan for the good of the African race. That's so many of them should be hopefully Christians, more proportionately than of any other immigrant race led me to think her God has not a plan of mercy for them which is not yet finished; and if so, whether we would not do better to submit it out, and fall in with it, than to divide the Union; and whether this would not effectually supersede the present bitter abolition feeling and measures. I am therefore preparing a kind, conciliatory statement of my impressions and reflections at the South for publication.

At the South I heard you, sir, and your opinion spoken of with great respect as representing one side of the subject. It would strengthen me much in my aim to do good to know your opinions on a few points, viz:

1. What idea have you of the destiny of the slave population in the United States?

2. What is your conviction with regard to the practicability and usefulness to all concerned of the colonization scheme?

3. If a slave asserts his liberty and runs away, do you feel he ought to be recovered, or has he a natural right to escape if he chooses?

4. Does slavery west of Georgia and in the Southwest differ much as to severity from that in the eastern and central southern States?

5. Is emancipation desirable or possible in any view of it, if the blacks are to remain here? Where did John Randolph's slaves find refuge at last after being driven out by several free States?

I do not propose to use your name, but your views. \* \* \* A few lines from you soon on the foregoing topics would oblige me.

Very respectfully and truly yours,

N. ADAMS.

Hon. H. A. Wise.

Only, near Onancock, Accomac Co., Va., Augt 22, 1854. 3

DEAR SIR:—I received yours of the 15th inst. yesterday. It is a letter which cannot be satisfactorily answered in brief terms. It is so deserving of my respect that I cannot forego a reply to it, and yet its questions are so full of matter as to require more time and labor than I can devote to topics which are so vital that they ought not to be touched at all, unless treated fully enough to comprehend their essential bearings. I must reply, then, in a synoptical view, and sketch a mere skeleton which you must fill up yourself, and take all the chances of making many wide mistakes. A northern man, a non-slaveholding man—is sure to make gross mistakes of this *'posse asserum'* subject of African slavery in the United States. You first ought to comprehend our feelings as well as our relations in the matter. To make you understand these, you must allow me to speak right on, like a plain, blunt man, and to treat the subject in the most natural and unaffected tone in which the ideas relating to it arise in my mind. To the effort, then:

What are you writing to me about?—Slavery—African slavery—in the Southern States of this Union. A property by the law of the States—property protected by the constitution and laws of the United States—private property, held by individual proprietors by the same authority of sovereignties, and of constitutions, and of statutes, as houses and horses, and lands, and ships, and goods, wares and merchandise of trade are held. Sacred as property, because defended by the moral as well as municipal law, making it mine, and not yours. Mine, and not yours, it is in the forum of conscience, between me and God alone, and not yours in any sense of responsibility respecting any relation between me and the slave. What business have you, then, to interest yourself about it? Why take a thought about benefiting the race of my slave more than about benefiting the race of "my ox or my ass," or anything else that is mine and not yours? You shall not covet my "man servant or maid servant" more than my "ox or my ass," or "anything else that is mine." Oh! you mean no harm—you merely mean to inquire how to "divert the northern antagonism to slavery." The northern antagonism to it, then does mean harm

—does mean to assail this property—does covet my man servant and my maid servant, and would take away and destroy this property, without regard to law, human or divine. Now, why should it be allowed to do this in respect to this species of property any more than in respect to any other kind of property? It is lawlessness let loose upon us; and would you have us compromise with the moral mob so as to bring about a mutual effort between us to plan for the good of the African race? Before the property-holders can be brought to parley with the brute force which assails their legal rights, the must be disarmed and subdued. The sovereign authority of confederated States must be exerted to fulfil the faith of a federal compact of union! Property is gone the moment it recognizes any right of interference by any one except those standing as a parity of relation to itself—it is gone the moment it allows intrusion, especially by an "allied enemy." Northern antagonism is "alien" and northern antagonism is "enemy" to it.

Suppose the house standing this side of Mason and Dixon's line were all assailed by a rude mob, constantly hurling at them fiery torches, missiles with flames just as if they were block-houses on the frontier attacked by Indians armed with bows burning to fight the roots; that no State laws nor State efforts were made to arrest the incendiary warfare; that one-half the population sided with the mob; that the use of the juries, was refused to hold the criminals; that the pupits were preaching and the schools were teaching this to be all right, morally right, and justified by the "higher law" of God; that judges and juries couldn't be found to adjudge justice to murderers and marauders; that it was more expensive to seek redress than to submit to wrong under the second aggression; the political parties were organized and public officers elected on the ground of obeying the mob law against the faith of confederated States, and I might add, the sympathy of constitutions and laws and the oaths and duty of citizens to support them. Now, how long would you expect us to listen patiently to such meek and quiet and well-meaning appeals as that you make to me, much more to submit to such insults as I offer? You could not expect good neighbors? You could not expect good neighbors to exist long between us and our enemies. All common feelings would soon be destroyed; all brotherhood would cease; nothing short of war would soon cease; nothing short of war would soon give on, to utter ruin of everything precious in the bonds which hold us together as one people. No, the Union don't rest in the bonds of law, it must abide in the minds and affections of patriots. Gangrene their feelings toward each other, and the bonds of the law become letters—bonds sure enough. And for the South to hate the aggressors, and not to resist them, would show the South to be not only provincialized and enslaved, but fit to be headed and trod upon. Well, slavery is property as much as the houses are, it is assailed by "northern antagonism" as dangerously as ever the block-houses of our frontier were by Indians in their most "savage mood." This house is full of combustible materials. It is a house not made with hands, and is endowed with human wit and human passions more immovable than gunpowder. It has some reason with which to contrive mischief itself. It can itself aid the enemy. It contains a magazine of ignorance, superstition, and passions and prejudices. Its explosion would be fuller of horrors than fire and concussion could bring to fathers and mothers, and husbands and wives, and whole families of kindred, if sleeping in security; and the very least apprehension of that explosion keeps them from sleeping as they should be allowed by birthright to sleep, in security. The threat of that security makes the aggression really a civil war, without the fire and the sword—not without the horrors! This is the case. What is the remedy? You propose a diversion! Heaven defend us! Is that the best year philanthropy and patriotism can suggest? A diversion into what? A diversion of the mob with the missiles and fiery darts, thus threatening our peace, into mutual effort with the South to put the good of the African race? Don't you perceive, sir, the statement of the cause it puts the plan? What then? Why, just let our property alone, and make your people obey the laws and respect our rights of property. Go to work at home in the North; correct the evil there. Teach them that they owe us much at least to their own race as to the African. Teach them that they are not responsible for sin if slavery be a moral crime. Teach them that the mode they pursue is not politic toward their own end. Teach them that the first duty is no more owing to the slave than to the master of the slave; and if they would have us unite in any mutual effort with them, they must show themselves the friends of masters as well as of slaves; that if they would be instrumental in doing good to the latter, they must win the hearts and confidence of the former. If they cannot do good to both, let us alone—just let us alone. It is safer for us that they should, either for good or for evil, interfere with any other species of our property rather than with this subject of slavery. So much for the first impulse on reading your letter, before I come to its questions.

You ask first, "What idea have you of the destiny of the slave population in the United States?" None—none in the world but a speculative idea. And why speculate? To what end? To see, as you propose, whether we can see and fall into the ways of God to man? Why, sir, the fanatics think already they have options keener than we have, and more; they imagine that their called and elected part is to play Providence to a whole people! Now, sir, don't let us imitate their example by ingloriously trying to become Little Providences to the African race! For mercy's sake, let us leave a little to God

Almighty himself! I say this most reverently. Don't you believe in a special Providence? If so, do you not believe, can you doubt, that God regardeth both this people and our own race, in their contact with each other, and in the destiny which He alone foreknoweth and ordaineth? How have an idea of their destiny? I am very finite and a thousand years is one day with God. I can't take His heliocentric view of human destiny.—History lies like harlot, and I can't even clearly look back. But we may much better judge righteously in this matter by looking back and looking up—especially by the latter mode of looking—than by vainly attempting to see what is not to be seen through the unopened vista of the future. I dare not foretell to myself what will be the terminus of the stately steps of the Almighty on the grand journey of His providence to any portion of the human race. I think I see He acts on individuals for the eternal responsibility of persons. I think I see He acts on nations, castes, tribes, races, for the temporal responsibility of people. I think I see something so huge as to be incomprehensible to me in the dark background of the past, veiled by the lapse of ages. I see the Reformation of the Christian church and the epoch of the discovery and settlement of new worlds. I am told of the mighty energy of mind and matter set in motion by these events, and of the human activity and the necessity of human wants begotten in the womb of a total revolution on earth. Before this the world was cramped in its old theatres in the midst of thick darkness. Those who held the ark of the covenant were set free by the glorious light of the liberty of the Gospel, and to that light I give the praise, and the honor, and the glory, and the will forever of all the liberty on earth which men and their children have ever enjoyed. The men of light, of freedom, of liberty, of the law of life, of equality, of doing unto others as they would have them do to them, were sent to a New World, and, blessed be God! that world was North America! Here were the heathen. Africa then was a dry nurse of lions! Why were the Indians here not enslaved? Why did Old England and New England cross the ocean 3,000 miles in ships of the sea and bring the negro here to be a slave, at great expense and risk, whilst the copper-colored savage, of the aquiline nose and straight hair, was left to roam? I don't know.—Was Africa under a curse? Her lands were waste places—zaharabs. Temples as one people. No, the Union don't rest in the bonds of law, it must abide in the minds and affections of patriots. Gangrene their feelings toward each other, and the bonds of the law become letters—bonds sure enough. And for the South to hate the aggressors, and not to resist them, would show the South to be not only provincialized and enslaved, but fit to be headed and trod upon. Well, slavery is property as much as the houses are, it is assailed by "northern antagonism" as dangerously as ever the block-houses of our frontier were by Indians in their most "savage mood."

This house is full of combustible materials. It is a house not made with hands, and is endowed with human wit and human passions more immovable than gunpowder. It has some reason with which to contrive mischief itself. It can itself aid the enemy. It contains a magazine of ignorance, superstition, and passions and prejudices. Its explosion would be fuller of horrors than fire and concussion could bring to fathers and mothers, and husbands and wives, and whole families of kindred, if sleeping in security; and the very least apprehension of that explosion keeps them from sleeping as they should be allowed by birthright to sleep, in security. The threat of that security makes the aggression really a civil war, without the fire and the sword—not without the horrors! This is the case. What is the remedy? You propose a diversion! Heaven defend us!

Is that the best year philanthropy and patriotism can suggest? A diversion into what?

A diversion of the mob with the missiles and fiery darts, thus threatening our peace, into mutual effort with the South to put the good of the African race? Don't you perceive, sir, the statement of the cause it puts the plan? What then? Why, just let our property alone, and make your people obey the laws and respect our rights of property. Go to work at home in the North; correct the evil there. Teach them that they owe us much at least to their own race as to the African. Teach them that they are not responsible for sin if slavery be a moral crime. Teach them that the mode they pursue is not politic toward their own end. Teach them that the first duty is no more owing to the slave than to the master of the slave; and if they would have us unite in any mutual effort with them, they must show themselves the friends of masters as well as of slaves; that if they would be instrumental in doing good to the latter, they must win the hearts and confidence of the former. If they cannot do good to both, let us alone—just let us alone. It is safer for us that they should, either for good or for evil, interfere with any other species of our property rather than with this subject of slavery. So much for the first impulse on reading your letter, before I come to its questions.

You ask first, "What idea have you of the destiny of the slave population in the United States?" None—none in the world but a speculative idea. And why speculate? To what end? To see, as you propose, whether we can see and fall into the ways of God to man? Why, sir, the fanatics think already they have options keener than we have, and more; they imagine that their called and elected part is to play Providence to a whole people! Now, sir, don't let us imitate their example by ingloriously trying to become Little Providences to the African race! For mercy's sake, let us leave a little to God

333. This county of my nativity, where I am now writing, has 3,295 free colored population, and but 4,987 slaves; nearly half the negroes are free. It was not philanthropy did this. It was no Timorous Providence of Man. Massachusetts never abolished slavery by law. Her judiciary did when the institution had become so insignificant within her limits that the judges might well be indulged in legislation *de minimis lex non curat*. No, one of God's mightiest ministers did it in the free States. That king did it there which strips the leaves from the forest's limbs in autumn—King Jack Frost did it there.—North of a certain isothermal line slavery was found to be unprofitable, and was relinquished just as the cultivation of oranges and pine apples would have been relinquished if the foot of man had not meddled with it.

For gentlemen it will be sound advice, warm, and healthy, to wear in the coldest or rainiest weather, as the foot cannot become wet if the Hydrogen is in the form of a jacket, and while the boot or shoe is *medicated* with a power of heat.

As the Hydrogen is a valuable discovery for protection of feet from damp or cold, and therefore a preventive of many Lung Diseases, *without any danger of gout*, The Hydrogen is in the form of a jacket, and while the boot or shoe is medicated with a power of heat.

For gentlemen it will be sound advice, warm, and healthy, to wear in the coldest or rainiest weather, as the foot cannot become wet if the Hydrogen is in the form of a jacket, and while the boot or shoe is *medicated* with a power of heat.

As the Hydrogen is a valuable discovery for protection of feet from damp or cold, and therefore a preventive of many Lung Diseases, *without any danger of gout*, The Hydrogen is in the form of a jacket, and while the boot or shoe is medicated with a power of heat.

As the Hydrogen is a valuable discovery for protection of feet from damp or cold, and therefore a preventive of many Lung Diseases, *without any danger of gout*, The Hydrogen is in the form of a jacket, and while the boot or shoe is medicated with a power of heat.

As the Hydrogen is a valuable discovery for protection of feet from damp or cold, and therefore a preventive of many Lung Diseases, *without any danger of gout*, The Hydrogen is in the form of a jacket, and while the boot or shoe is medicated with a power of heat.

As the Hydrogen is a valuable discovery for protection of feet from damp or cold, and therefore a preventive of many Lung Diseases, *without any danger of gout*, The Hydrogen is in the form of a jacket, and while the boot or shoe is medicated with a power of heat.

As the Hydrogen is a valuable discovery for protection of feet from damp or cold, and therefore a preventive of many Lung Diseases, *without any danger of gout*, The Hydrogen is in the form of a jacket, and while the boot or shoe is medicated with a power of heat.

As the Hydrogen is a valuable discovery for protection of feet from damp or cold, and therefore a preventive of many Lung Diseases, *without any danger of gout*, The Hydrogen is in the form of a jacket, and while the boot or shoe is medicated with a power of heat.

As the Hydrogen is a valuable discovery for protection of feet from damp or cold, and therefore a preventive of many Lung Diseases, *without any danger of gout*, The Hydrogen is in the form of a jacket, and while the boot or shoe is medicated with a power of heat.

As the Hydrogen is a valuable discovery for protection of feet from damp or cold, and therefore a preventive of many Lung Diseases, *without any danger of gout*, The Hydrogen is in the form of a jacket, and while the boot or shoe is medicated with a power of heat.

As the Hydrogen is a valuable discovery for protection of feet from damp or cold, and therefore a preventive of many Lung Diseases, *without any danger of gout*, The Hydrogen is in the form of a jacket, and while the boot or shoe is medicated with a power of heat.

As the Hydrogen is a valuable discovery for protection of feet from damp or cold, and therefore a preventive of many Lung Diseases, *without any danger of gout*, The Hydrogen is in the form of a jacket, and while the boot or shoe is medicated with a power of heat.

As the Hydrogen is a valuable discovery for protection of feet from damp or cold, and therefore a preventive of many Lung Diseases, *without any danger of gout*, The Hydrogen is in the form of a jacket, and while the boot or shoe is medicated with a power of heat.

As the Hydrogen is a valuable discovery for protection of feet from damp or cold, and therefore a preventive of many Lung Diseases, *without any danger of gout*, The Hydrogen is in the form of a jacket, and while the boot or shoe is medicated with a power of heat.

As the Hydrogen is a valuable discovery for protection of feet from damp or cold, and therefore a preventive of many Lung Diseases, *without any danger of gout*, The Hydrogen is in the form of a jacket, and while the boot or shoe is medicated with a power of heat.

As the Hydrogen is a valuable discovery for protection of feet from damp or cold, and therefore a preventive of many Lung Diseases, *without any danger of gout*, The Hydrogen is in the form of a jacket, and while the boot or shoe is medicated with a power of heat.

As the Hydrogen is a valuable discovery for protection of feet from damp or cold, and therefore a preventive of many Lung Diseases, *without any danger of gout*, The Hydrogen is in the form of a jacket, and while the boot or shoe is medicated with a power of heat.

As the Hydrogen is a valuable discovery for protection of feet from damp or cold, and therefore a preventive of many Lung Diseases, *without any danger of gout*, The Hydrogen is in the form of a jacket, and while the boot or shoe is medicated with a power of heat.

As the Hydrogen is a valuable discovery for protection of feet from damp or cold, and therefore a preventive of many Lung Diseases, *without any danger of gout*, The Hydrogen is in the form of a jacket, and while the boot or shoe is medicated with a power of heat.

As the Hydrogen is a valuable discovery for protection of feet from damp or cold, and therefore a preventive of many Lung Diseases, *without any danger of gout*, The Hydrogen is in the form of a jacket, and while the boot or shoe is medicated with a power of heat.

As the Hydrogen is a valuable discovery for protection of feet from damp or cold, and therefore a preventive of many Lung Diseases, *without any danger of gout*, The Hydrogen is in the form of a jacket, and while the boot or shoe is medicated with a power of heat.

As the Hydrogen is a valuable discovery for protection of feet from damp or cold, and therefore a preventive of many Lung Diseases, *without any danger of gout*, The Hydrogen is in the form of a jacket, and while the boot or shoe is medicated with a power of heat.

As the Hydrogen is a valuable discovery for protection of feet from damp or cold, and therefore a preventive of many Lung Diseases, *without any danger of gout*, The Hydrogen is in the form of a jacket, and while the boot or shoe is medicated with a power of heat.

As the Hydrogen is a valuable discovery for protection of feet from damp or cold, and therefore a preventive of many Lung Diseases, *without any danger of gout*, The Hydrogen is in the form of a jacket, and while the boot or shoe is medicated with a power of heat.

As the Hydrogen is a valuable discovery for protection of feet from damp or cold, and therefore a preventive of many Lung Diseases, *without any danger of gout*, The Hydrogen is in the form of a jacket, and while the boot or shoe is medicated with a power of heat.

As the Hydrogen is a valuable discovery for protection of feet from damp or cold, and therefore a preventive of many Lung Diseases, *without any danger of gout*, The Hydrogen is in the form of a jacket, and while the boot or shoe is medicated with a power of heat.

As the Hydrogen is a valuable discovery for protection of feet from damp or cold, and therefore a preventive of many Lung Diseases, *without any danger of gout*, The Hydrogen is in the form of a jacket, and while the boot or shoe is medicated with a power of heat.

As the Hydrogen is a valuable discovery for protection of feet from damp or cold, and therefore a preventive of many Lung Diseases, *without any danger of gout*, The Hydrogen is in the form of a jacket, and while the boot or shoe is medicated with a power of heat.

As the Hydrogen

